

two battleships made their way, via Aden on the Arabian Peninsula, to the Suez Canal. Through the canal early in September, *Alabama* and *Maine* made an expeditious transit of the Mediterranean Sea, pausing only at Naples at mid-month. Following a port call at Gibraltar, they embarked upon the Atlantic passage on 4 October. They made one stop, in the Azores, on their way across the Atlantic. On 19 October as they neared the end of their long voyage, the two battleships parted company. *Maine* headed for Portsmouth, N.H.; and *Alabama* steered for New York. Both reached their destinations on the 20th.

*Alabama* was placed in reserve at New York on 3 November 1908. Though she remained inactive at New York, the battleship was not decommissioned until 17 August 1909. The warship underwent an extensive overhaul that lasted until the early part of 1912. On 17 April 1912, she was placed in commission, second reserve, at New York, Comdr. Charles F. Preston in command. At that point, she became an element of the newly established Atlantic Reserve Fleet. According to that concept, the Navy organized a unit that comprised nine of the older battleships as well as *Brooklyn* (Armored Cruiser No. 3), *Columbia* (Cruiser No. 12), and *Minneapolis* (Cruiser No. 13) for the purpose of keeping those ships constantly ready for active service using the fiscal expedient of severely reduced complements that could be filled out rapidly by naval militiamen and volunteers in an emergency. The unit as a whole possessed enough officers and men to take two or three of the ships to sea on a rotating basis to test their material readiness and to exercise the sailors at drill.

*Alabama* was placed in full commission on 25 July 1912 and operated with the Atlantic Fleet off the New England coast through the summer. She was returned to reserve status—in commission, first reserve—at New York on 10 September 1912. Late in the spring of 1913, the Navy added a new dimension to the concept of the Atlantic Reserve Fleet by having the warships of that unit embark detachments of the various state naval militias for training afloat in a manner similar in many respects to the contemporary Navy's selected reserve program. During the summer of 1913, *Alabama* cruised along the east coast and made two round-trip voyages to Bermuda to train naval militiamen from Maryland, the District of Columbia, New York, Rhode Island, Maine, North Carolina, and Indiana. She ended her last training cruise of the year at Philadelphia on 2 September. The battleship was placed in ordinary on 31 October 1913 and in reserve on 1 July 1914.

Though still in commission, she passed the next 30 months in relative inactivity with the Reserve Force, Atlantic Fleet, at Philadelphia. America's shift toward belligerency in World War I, however, brought *Alabama* out of the doldrums of the peacetime reserve at the beginning of 1917. On 22 January, she became receiving ship at Philadelphia, embarking drafts of recruits for training. In mid-March, the battleship moved south to the lower reaches of the Chesapeake Bay and began transforming landsmen into sailors. She took a brief respite from her rigorous training schedule on 6 April 1917 for the announcement of the United States' declaration of war on the Central Powers. Two days later, *Alabama* became flagship of Division 1, Atlantic Fleet. For the remainder of World War I, the warship conducted recruit training missions in the lower Chesapeake Bay and in the coastal waters of the Atlantic seaboard, though she made one visit to the Gulf of Mexico in late June and early July of 1918.

After the armistice on 11 November 1918, her recruit training duties continued but began to diminish somewhat in intensity. During February and March of 1919, the battleship steamed south to the West Indies for winter maneuvers. She returned to Philadelphia in mid-April for routine repairs before heading for Annapolis to embark Naval Academy midshipmen for their summer training cruise. On 28 and 29 May, *Alabama* made the short trip from Philadelphia to Annapolis. She left Annapolis on 9 June with 184 midshipmen embarked. During the first part of the cruise, *Alabama* visited the West Indies and made a trip through the Panama Canal and back. In mid-July, she voyaged to New York and the New England coast. August saw her return south for maneuvers at the drill grounds. *Alabama* disembarked the midshipmen at Annapolis at the end of August and returned to Philadelphia.

After more than nine months at Philadelphia lingering in a sort of naval purgatory, the battleship was finally decommissioned on 7 May 1920. On 15 September 1921, *Alabama* was transferred to the War Department to be used as a target, and her name was struck from the Navy list. Subjected to aerial bombing tests

in Chesapeake Bay by planes of the Army Air Service, the former warship sank in shallow water on 27 September 1921. On 19 March 1924, her sunken hulk was sold for scrap.

*Alabama*—a 69-foot motor boat built in 1906 at South Boston, Mass., by George Lawley and Sons—was inspected by the Navy in the summer of 1917. Records indicate that on 25 July 1917 the Navy concluded an agreement with her owners, the American and British Manufacturing Co., Bridgeport, Conn., for possible future acquisition of the boat. By the terms of that agreement, *Alabama*—assigned the designation SP-1052—was "enrolled in the Naval Coast Defense Reserve." All indications are, however, that *Alabama* never saw actual naval service, possibly remaining "enrolled" in a reserve capacity, since she does not appear on contemporary lists of commandeered, chartered, or leased small craft actually used by the Navy during World War I.

### III

(BB-60: dp. 35,000; l. 680'; b. 108'2"; dr. 36'2"; s. 27.5 k.; cpl. 1,793; a. 9 16", 20 5", 24 40mm., 22 20mm.; cl. *South Dakota*)

The third *Alabama* (BB-60) was laid down on 1 February 1940 by the Norfolk (Va.) Navy Yard; launched on 16 February 1942; sponsored by Mrs. Lister Hill, wife of the senior Senator from Alabama; and commissioned on 16 August 1942, Capt. George B. Wilson in command.

After fitting out, *Alabama* commenced her shakedown cruise in Chesapeake Bay on Armistice Day (11 November) 1942. As the year 1943 began, the new battleship headed north to conduct operational training out of Casco Bay, Maine. She returned to Chesapeake Bay on 11 January 1943 to carry out the last week of shakedown training. Following a period of availability and logistics support at Norfolk, *Alabama* was assigned to Task Group (TG) 22.2, and returned to Casco Bay for tactical maneuvers on 13 February 1943.

With the movement of substantial British strength toward the Mediterranean theater, to prepare for the invasion of Sicily, the Royal Navy lacked the heavy ships necessary to cover the northern convoy routes. The British appeal for help on those lines soon led to the temporary assignment of *Alabama* and *South Dakota* (BB-57) to the Home Fleet.

On 2 April 1943, *Alabama*—as part of Task Force (TF) 22—sailed for the Orkney Islands with her sister ship and a screen of five destroyers. Proceeding via Little Placentia Sound, Argentina, Newfoundland, the battleship reached Scapa Flow on 19 May 1943, reporting for duty with TF 61 and becoming a unit of the British Home Fleet. She soon embarked on a period of intensive operational training to coordinate joint operations.

Early in June, *Alabama* and her sister ship, along with British Home Fleet units, covered the reinforcement of the garrison on the island of Spitzbergen, which lay on the northern flank of the convoy route to Russia, in an operation that took the ship across the Arctic Circle. Soon after her return to Scapa Flow, she was inspected by Admiral Harold R. Stark, Commander, United States Naval Forces, Europe.

Shortly thereafter, in July, *Alabama* participated in Operation "Governor," a diversion aimed toward southern Norway, to draw German attention away from the real Allied thrust, toward Sicily. It had also been devised to attempt to lure out the German battleship *Tirpitz*, the sister ship of the famed, but short-lived, *Bismarck*, but the Germans did not rise to the challenge, and the enemy battleship remained in her Norwegian lair.

*Alabama* was detached from the British Home Fleet on 1 August 1943, and, in company with *South Dakota* and screening destroyers, sailed for Norfolk, arriving there on 9 August. For the next ten days, *Alabama* underwent a period of overhaul and repairs. This work completed, the battleship departed Norfolk on 20 August 1943 for the Pacific. Transiting the Panama Canal five days later, she dropped anchor in Havannah Harbor, at Efate, in the New Hebrides, on 14 September.

Following a month and a half of exercises and training, with fast carrier task groups, the battleship moved to Fiji on 7 November. *Alabama* sailed on 11 November to take part in Operation "Galvanic," the assault on the Japanese-held Gilbert Islands. She screened the fast carriers as they launched attacks on Jaluit and Mille atolls, Marshall Islands, to neutralize Japanese airfields located there. *Alabama* supported landings on Tarawa



*Alabama* (BB-60), 1 December 1942, in camouflage. Note trunked tower foremast and funnel, similar to that used in the design of the later *Iowa*-class battleships. (80-G-31553)

on 20 November and later took part in the securing of Betio and Makin. On the night of 26 November, *Alabama* twice opened fire to drive off enemy aircraft that approached her formation.

On 8 December 1943, *Alabama*, along with five other fast battleships, carried out the first Pacific gunfire strike conducted by that type of warship. *Alabama*'s guns hurled 535 rounds into enemy strongpoints, as she and her sister ships bombarded Nauru Island, an enemy phosphate-producing center, causing severe damage to shore installations there. She also took the destroyer *Boyd* (DD-544), alongside after that ship had received a direct hit from a Japanese shore battery on Nauru, and brought three injured men on board for treatment.

She then escorted the carriers *Bunker Hill* (CV-17) and *Monterey* (CVL-26) back to Efate, arriving on 12 December. *Alabama* departed the New Hebrides for Pearl Harbor on 5 January 1944, arrived on the 12th, and underwent a brief drydocking at the Pearl Harbor Navy Yard. After replacement of her port outboard propeller, and routine maintenance, *Alabama* was again underway to return to action in the Pacific.

*Alabama* reached Funafuti, Ellice Islands, on 21 January 1944, and there rejoined the fleet. Assigned to Task Group (TG) 58.2, which was formed around *Essex* (CV-9), *Alabama* left the Ellice Islands on 25 January to help carry out Operation "Flintlock," the invasion of the Marshall Islands. *Alabama*, along with sister ship *South Dakota* and the fast battleship *North Carolina* (BB-55), bombarded Roi on 29 January and Namur on 30 January; she hurled 330 rounds of 16-inch and 1,562 of 5-inch toward Japanese targets, destroying planes, airfield facilities, blockhouses, buildings, and gun emplacements. Over the following days of the campaign, *Alabama* patrolled the area north of Kwajalein Atoll. On 12 February 1944, *Alabama* sortied with the *Bunker Hill* task group to launch attacks on Japanese installations, aircraft and shipping at Truk. Those raids, launched on 16 and 17 February, caused heavy damage to enemy shipping concentrated at that island base.

Leaving Truk, *Alabama* began steaming toward the Marianas to assist in strikes on Tinian, Saipan and Guam. During this action, while repelling enemy air attacks on 21 February 1944, 5-inch mount no. 9 accidentally fired into mount no. 5. Five men died, and 11 were wounded in the mishap.

After the strikes were completed on 22 February, *Alabama* conducted a sweep looking for crippled enemy ships southeast of Saipan, and eventually returned to Majuro on 26 February 1944. There she served temporarily as flagship for Vice Admiral Marc A. Mitscher, Commander, TF 58, from 3 to 8 March.

*Alabama*'s next mission was to screen the fast carriers as they hurled air strikes against Japanese positions on Palau, Yap, Ulithi, and Woleai, Caroline Islands. She steamed from Majuro on 22 March 1944 with TF 58 in the screen of *Yorktown* (CV-10). On the night of 29 March, about six enemy planes approached TG 58.3, in which *Alabama* was operating, and four broke off to attack ships in the vicinity of the battleship. *Alabama* downed one unassisted, and helped in the destruction of another.

On 30 March, planes from TF 58 began bombing Japanese airfields, shipping, fleet servicing facilities, and other installations on the islands of Palau, Yap, Ulithi and Woleai. During that day, *Alabama* again provided antiaircraft fire whenever enemy planes appeared. At 2045 on the 30th, a single plane approached TG 58.3, but *Alabama* and other ships drove it off before it could cause any damage.

The battleship returned briefly to Majuro, before she sailed on 13 April with TF 58, this time in the screen of *Enterprise* (CV-6). In the next three weeks, TF 58 hit enemy targets on Hollandia, Wakde, Sawar, and Sarimi along the New Guinea coast; covered Army landings at Aitape, Tanahmerah Bay, and Humboldt Bay; and conducted further strikes on Truk.

As part of the preliminaries to the invasion of the Marianas, *Alabama*, in company with five other fast battleships, shelled the large island of Ponape, in the Carolines, the site of a Japanese airfield and seaplane base. As *Alabama*'s Capt. Fred T. Kirtland subsequently noted, the bombardment, of 70 minutes' duration, was conducted in a "leisurely manner." *Alabama* then returned to Majuro on 4 May 1944 to prepare for the invasion of the Marianas.

After a month spent in exercises and refitting, *Alabama* again got under way with TF 58 to participate in Operation "Forager." On 12 June, *Alabama* screened the carriers striking Saipan. On 13 June, *Alabama* took part in a six-hour preinvasion bombardment of the west coast of Saipan, to soften the defenses and cover the initial minesweeping operations. Her spotting planes

reported that her salvoes had caused great destruction and fires in Garapan town. Though the shelling appeared successful, it proved a failure due to the lack of specialized training and experience required for successful shore bombardment. Strikes continued as troops invaded Saipan on 15 June.

On 19 June, during the Battle of the Philippine Sea, *Alabama* operated with TG 58.7, providing antiaircraft support for the fast carriers against attacking Japanese aircraft. The ships of TF 58 claimed 27 enemy planes downed during the course of the action which later came to be known as the "Marianas Turkey Shoot."

In the first raid that approached *Alabama's* formation, only two planes managed to penetrate to attack her sistership *South Dakota*, scoring one bomb hit that caused minor damage. An hour later a second wave, composed largely of torpedo bombers, bore in, but *Alabama's* barrage discouraged two planes from attacking *South Dakota*. The intense concentration paid to the incoming torpedo planes left one dive bomber nearly undetected, and it managed to drop its load near *Alabama*; the two small bombs were near-misses, and caused no damage.

American submarines sank two Japanese carriers and Navy pilots claimed a third carrier. American pilots and antiaircraft gunners had seriously depleted Japanese naval air power. Out of the 430 planes with which the enemy had commenced the Battle of the Philippine Sea, only 35 remained operational afterward.

*Alabama* continued patrolling areas around the Marianas to protect the American landing forces on Saipan, screening the fast carriers as they struck enemy shipping, aircraft, and shore installations on Guam, Tinian, Rota, and Saipan. She then retired to the Marshalls for upkeep.

*Alabama*—as flagship for Rear Admiral E. W. Hanson, Commander, Battleship Division 9—left Eniwetok on 14 July 1944, sailing with the task group formed around *Bunker Hill*. She screened the fast carriers as they conducted preinvasion attacks and support of the landings on the island of Guam on 21 July. She returned briefly to Eniwetok on 11 August. On 30 August she got underway in the screen of *Essex* to carry out Operation "Stalemate II," the seizure of Palau, Ulithi, and Yap. On 6 through 8 September, the forces launched strikes on the Carolines.

*Alabama* departed the Carolines to sail to the Philippines and provided cover for the carriers striking the islands of Cebu, Leyte, Bohol, and Negros from 12 to 14 September. The carriers launched strikes on shipping and installations in the Manila Bay area on 21 and 22 September, and in the central Philippines area on 24 September. *Alabama* retired briefly to Saipan on 28 September, then proceeded to Ulithi on 1 October 1944.

On 6 October 1944, *Alabama* sailed with TF 38 to support the liberation of the Philippines. Again operating as part of a fast carrier task group, *Alabama* protected the flattops while they launched strikes on Japanese facilities at Okinawa, in the Pescadores, and Formosa.

Detached from the Formosa area on 14 October to sail toward Luzon, the fast battleship again used her antiaircraft batteries in support of the carriers as enemy aircraft attempted to attack the formation. *Alabama's* gunners claimed three enemy aircraft shot down and a fourth damaged. By 15 October, *Alabama* was supporting landing operations on Leyte. She then screened the carriers as they conducted air strikes on Cebu, Negros, Panay, northern Mindanao, and Leyte on 21 October 1944.

*Alabama*, as part of the *Enterprise* screen, supported air operations against the Japanese Southern Force in the area off Surigao Strait, then moved north to strike the powerful Japanese Central Force heading for San Bernardino Strait. After receiving reports of a third Japanese force, the battleship served in the screen of the fast carrier task force as it sped to Cape Engano. On 24 October, although American air strikes destroyed four Japanese carriers in the Battle off Cape Engano, the Japanese Central Force under Admiral Kurita had transited San Bernardino Strait and emerged off the coast of Samar, where it fell upon a task group of American escort carriers and their destroyer and destroyer escort screen. *Alabama* reversed her course and headed for Samar to assist the greatly outnumbered American forces, but the Japanese had retreated by the time she reached the scene. She then joined the protective screen for the *Essex* task group to hit enemy forces in the central Philippines before retiring to Ulithi on 30 October 1944 for replenishment.

Underway again on 3 November 1944, *Alabama* screened the fast carriers as they carried out sustained strikes against Japan-

ese airfields, and installations on Luzon to prepare for a landing on Mindoro Island. She spent the next few weeks engaged in operations against the Visayas and Luzon before retiring to Ulithi on 24 November.

The first half of December 1944 found *Alabama* engaged in various training exercises and maintenance routines. She left Ulithi on 10 December, and reached the launching point for air strikes on Luzon on 14 December, as the fast carrier task forces launched aircraft to carry out preliminary strikes on airfields on Luzon that could threaten the landings slated to take place on Mindoro. From 14 to 16 December, a veritable umbrella of carrier aircraft covered the Luzon fields, preventing any enemy planes from getting airborne to challenge the Mindoro-bound convoys. Having completed her mission, she left the area to refuel on 17 December; but, as she reached the fueling rendezvous, began encountering heavy weather. By daybreak on the 18th, rough seas and harrowing conditions rendered a fueling at sea impossible; 50 knot winds caused ships to roll heavily. *Alabama* experienced rolls of 30 degrees, had both her Vought "Kingfisher" floatplanes so badly damaged that they were of no further value, and received minor damage to her structure. At one point in the typhoon, *Alabama* recorded wind gusts up to 83 knots. Three destroyers, *Hull* (DD-350), *Monaghan* (DD-354), and *Spence* (DD-512), were lost to the typhoon. By 19 December, the storm had run its course; and *Alabama* arrived back at Ulithi on 24 December. After pausing there briefly, *Alabama* continued on to Puget Sound Naval Shipyard, for overhaul.

The battleship entered drydock on 18 January 1945, and remained there until 25 February. Work continued until 17 March, when *Alabama* got underway for standardization trials and refresher training along the southern California coast. She got underway for Pearl Harbor on 4 April, arrived there on 10 April, and held a week of training exercises. She then continued on to Ulithi and moored there on 28 April 1945.

*Alabama* departed Ulithi with TF 58 on 9 May 1945, bound for the Ryukyus, to support forces which had landed on Okinawa on 1 April 1945, and to protect the fast carriers as they launched air strikes on installations in the Ryukyus and on Kyushu. On 14 May, several Japanese planes penetrated the combat air patrol to get at the carriers; one crashed Vice Admiral Mitscher's flagship *Alabama's* guns splashed two, and assisted in splashing two more.

Subsequently, *Alabama* rode out a typhoon, on 4 and 5 June, suffering only superficial damage while the nearby heavy cruiser *Pittsburgh* (CA-70) lost her bow. *Alabama* subsequently bombarded the Japanese island of Minami Daito Shima, with other fast battleships, on 10 June 1945 and then headed for Leyte Gulf later in June to prepare to strike at the heart of Japan with the 3d Fleet.

On 1 July 1945, *Alabama* and other 3d Fleet units got underway for the Japanese home islands. Throughout the month of July 1945, *Alabama* carried out strikes on targets in industrial areas of Tokyo and other points on Honshu, Hokkaido, and Kyushu; on the night of 17 and 18 July, *Alabama*, and other fast battleships in the task group, carried out the first night bombardment of six major industrial plants in the Hitachi-Mito area of Honshu, about eight miles northeast of Tokyo. On board *Alabama* to observe the operation was retired Rear Admiral Richard E. Byrd, the famed polar explorer.

On 9 August, *Alabama* transferred a medical party to the destroyer *Ault* (DD-698), for further transfer to the destroyer *Borie* (DD-704). The latter had been kamikazied on that date and required prompt medical aid on her distant picket station.

The end of the war found *Alabama* still at sea, operating off the southern coast of Honshu. On 15 August 1945, she received word of the Japanese capitulation. During the initial occupation of the Yokosuka-Tokyo area, *Alabama* transferred detachments of marines and bluejackets for temporary duty ashore; her bluejackets were among the first from the fleet to land. She also served in the screen of the carriers as they conducted reconnaissance flights to locate prisoner-of-war camps.

*Alabama* entered Tokyo Bay on 5 September to receive men who had served with the occupation forces, and then departed Japanese waters on 20 September. At Okinawa, she embarked 700 sailors—principally members of Navy construction battalions (or "Seabees")—for her part in the "Magic Carpet" operations. She reached San Francisco at mid-day on 15 October, and on Navy Day (27 October 1945) hosted 9,000 visitors. She then shifted to San Pedro, Calif., on 29 October. *Alabama* remained

at San Pedro through 27 February 1946, when she left for the Puget Sound Naval Shipyard for inactivation overhaul. *Alabama* was decommissioned on 9 January 1947, at the Naval Station, Seattle, and was assigned to the Bremerton Group, United States Pacific Reserve Fleet. She remained there until struck from the Naval Vessel Register on 1 June 1962.

Citizens of the state of Alabama had formed the "USS *Alabama* Battleship Commission" to raise funds for the preservation of *Alabama* as a memorial to the men and women who served in World War II. The ship was awarded to that state on 16 June 1964, and was formally turned over on 7 July 1964 in ceremonies at Seattle. *Alabama* was then towed to her permanent berth at Mobile, Ala., arriving in Mobile Bay on 14 September 1964.

*Alabama* received nine battle stars for her World War II service

#### IV

(SSBN-731: dp. 16,000 (surf.), 18,750 (subm.); l. 560'; b. 42'; dr. 35' 5"; s. 20 + k.; cpl. 133; a. 24 Trident mis., 4 21" tt; cl. *Ohio*)

The fourth *Alabama* (SSBN-731) was laid down on 14 October 1980 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 19 May 1984; sponsored by Mrs. Barbara E. Dickinson; and commissioned at the Submarine Base, New London, on 25 May 1985, Capt. Wade H. Taylor (Blue Crew) and Capt. Malcolm S. Wright (Gold Crew) in command.

The nuclear-powered fleet ballistic missile submarine (FBM) departed the Connecticut coast three days later to conduct her shakedown cruise off the coast of Florida. The Blue Crew completed its shakedown training late in July, and the warship stopped at Port Canaveral, Fla., on the 22d for the Gold Crew to take over for its cruise. At the conclusion of the Gold Crew's shakedown training late in October, the Blue Crew came on board again at New London on the 20th to take *Alabama* back to the yard at Electric Boat for post-shakedown availability. Those repairs occupied the warship until mid-December when she completed sea trials in Narragansett Bay.

*Alabama* enjoyed a brief holiday standdown from 22 to 31 December and then got underway on New Year's Day 1986 for sound trials in the Bahamas. She completed that assignment on 30 January and shaped a course for her namesake state. The ballistic missile submarine visited Mobile, Ala., between 2 and 11 February before heading for the Panama Canal. She passed through the canal on the 17th and arrived in Bangor, Wash., on 6 March. The warship remained at Bangor, where she exchanged crews, until 13 April when she put to sea for independent ship's exercises. *Alabama* operated out of Bangor until mid-May when she embarked upon her first deterrent patrol. Operating from the Pacific Northwest, the ballistic missile submarine carried out four deterrent patrols during the last seven months of 1986. As of the beginning of 1987, however, she was undergoing refit at Pearl Harbor, Hawaii.

#### *Alabaster*

A soft, translucent, white or delicately shaded form of gypsum used for vases or statuettes.

(PYc-21: dp. 230; l. 143'; b. 23' 5"; dr. 12' 5"; s. 14.5 k.; cpl. 48; a. 1 3", 2 .50-cal. mg., 2 dct.)

*Ronaele*—a yacht built in 1932 at Camden, N.J., by the Mathis Yacht Building Co.—was acquired by the Navy on 3 January 1942; renamed *Alabaster* on 13 January 1942 and simultaneously classified a coastal patrol yacht and designated PYc-21; converted by the Philadelphia Navy Yard for naval service; and commissioned on 31 January 1942, Lt. Comdr. A. F. Edel, USNR, in command.

Assigned to the Inshore Patrol and based at the section base at Cape May, N.J., *Alabaster* began patrolling the coast of the United States from Delaware Bay to Chesapeake Bay early in February and continued that assignment through the remainder of 1942 and most of 1943. In September 1943, the Navy decided to convert the vessel to an antisubmarine warfare (ASW) training platform. She spent the next two months in the Philadelphia Navy Yard receiving the modifications needed to prepare her to carry out her new mission. On 30 November, she stood out of

Philadelphia, bound for the Naval Air Station, Quonset Point, R. I. The following day, the patrol yacht reported for duty with the Commander, Antisubmarine Development, Atlantic Fleet, at Quonset Point and began a month of training to ready her crew for the new assignment.

On 5 January 1944, she completed her training and received orders to report to the Commander, Eastern Sea Frontier, for routing to the Canal Zone. *Alabaster* departed Cape May on 10 January and steamed—via Charleston, Miami, and Guantanamo Bay—to Balboa, Canal Zone, where she arrived on the 25th. The ship reported for duty with the 7th Fleet and got underway on 1 February with an oil tanker bound for Australia. The patrol yacht entered port at Cairns, Australia, on St. Patrick's Day, but put to sea again on 25 March. The little warship arrived in Milne Bay, New Guinea, where she remained for about three months instructing Navy men in the use of various ASW devices. In mid-June, she moved to Seeadler Harbor at Manus in the Admiralty Islands where she resumed ASW training duties. On 19 October, she departed Manus to return to New Guinea and dropped anchor at Hollandia on the 21st. She remained at that base until the end of January 1945, providing ASW training services and making emergency repairs to radar and sonar equipment. On 31 January 1945, she weighed anchor and shaped a course for the Philippines. *Alabaster* arrived in San Pedro Bay, Leyte, on 6 February and resumed her previous training and repair missions.

The end of the war in mid-August 1945 found her still at Leyte, and she was then declared surplus to the needs of the Navy. The yacht cleared San Pedro Bay to return to the United States. Steaming via Eniwetok and Pearl Harbor, *Alabaster* entered port at San Pedro, Calif., on 25 October. She remained anchored in the bay at San Pedro until decommissioned on 17 December 1945. Her name was struck from the Navy list on 21 January 1946; and, on 9 April 1947, she was sold to Mr. Lyman A. Whitney, of San Diego.

#### *Alacrity*

##### I

(MB: t. 101; l. 118' 0"; b. 15' 0"; dr. 5' 1" (mean); s. 14 k.; cpl. 16; a. 1 3-pdr., 1 1-pdr., 2 mg., 1 dep. (Y gun))

The first *Alacrity* (SP-206)—a motorboat constructed in 1910 at Wilmington Del., by Pusey & Jones—was acquired by the Navy on 28 April 1917 under a free lease from Mr. John H. Blodgett and was placed in commission on 30 May 1917 at Boston, Mass., Ens. Courtland W. Babcock, USNR, in command.

Assigned to the 1st Naval District section patrol, *Alacrity* spent World War I conducting patrols from the Boston and Provincetown section bases. Following the armistice in November 1918, the motorboat continued naval service until she was finally returned to her owner on 28 April 1919, the second anniversary of her acquisition. Her name was struck from the Navy list that same day.

##### II

(PG-87: dp. 1,375 (f.); l. 205' 0"; b. 33' 0"; dr. 14' 7"; s. 16.5 k. (tl.); cpl. 90; a. 2 3", 4 20mm., 4 dep., 1 dep. (hh.), 2 dct.; cl. *Action*)

The second *Alacrity* (PG-87)—a gunboat constructed in Collingwood, Ontario, Canada, by the Collingwood Shipyard, Ltd.—was acquired by the United States Navy on 6 January 1942; launched on 4 September 1942; and commissioned at Collingwood on 10 December 1942, Lt. H. M. Godsey, USNR, in command.

By 31 December, the gunboat had moved to Sorel, Quebec, where she remained into March 1943. On the 3d, she got underway to descend the St. Lawrence River, bound ultimately for Boston, Mass. On 5 March, she stopped at Quebec and remained there for two months. *Alacrity* resumed her voyage on 5 May and arrived at the Boston Navy Yard Annex on the 12th. She remained there until sometime in mid-July, when she sailed for Bermuda and shakedown training in the waters surrounding that island group. She completed shakedown on 15 August and arrived in New York three days later. After a round-trip voyage apiece to Norfolk, Va., and Boston, *Alacrity* entered the navy yard at Boston for post-shakedown repairs on 21 September.



She got underway again on 25 September and began escorting ships between New York and the Caribbean. For the next eight months, the gunboat screened coastwise merchant traffic on the New York-to-Guantanamo Bay circuit. Early in May 1944, she added Key West, Fla., to her itinerary but, soon thereafter, resumed her New York-Guantanamo Bay shuttles exclusively. In May 1945, she ceased voyages to Cuba when she was reassigned from the Atlantic Fleet to the Eastern Sea Frontier. For the remainder of the war, *Alacrity* served along the east coast—first at Staten Island, then at New York, and—by mid-July—at Charleston, S.C. By 1 August 1945—although still based at Charleston—she had been reassigned to the 6th Naval District. She was still at Charleston when placed out of commission on 4 October 1945. Her name was struck from the Navy list on 24 October 1945. She was transferred to the War Shipping Administration on 22 September 1947 for final disposition.

### III

(MSO-520: dp. 934; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm., 2 .50-cal. mg.; cl. *Ability*)

The third *Alacrity* (MSO-520) was laid down on 5 March 1956 at Sturgeon Bay, Wis., by the Peterson Builders, Inc.; launched on 8 June 1957; sponsored by Mrs. Henry J. Armstrong, the wife of Capt. Armstrong, the chief of staff and aide to the Commandant of the 9th Naval District; ferried to Boston via the Great Lakes and the St. Lawrence River; fitted out at the Boston Naval Shipyard; and commissioned there on 1 October 1958, Lt. Theodore W. Pstrak in command.

The following month, *Alacrity* moved south to Charleston, S.C., whence she conducted shakedown training before becoming a unit of the Atlantic Fleet Mine Force. The minesweeper began operations in the western Atlantic and in the West Indies. Those duties occupied her time until late in 1960 when she embarked upon her first deployment to the Mediterranean Sea. After her return from duty with the 6th Fleet late in the spring of 1961, she resumed normal operations along the east coast and in the West Indies. That employment lasted until February of 1964 at which time *Alacrity* headed back to the Mediterranean. Her arrival back on the east coast late in the summer of 1964 brought more duty in the western Atlantic. In February 1965, the minesweeper began a four-month tour of duty in the West Indies.

Near the end of that assignment, in late April 1965, civil war erupted in the Dominican Republic, as supporters of exiled President Juan Bosch instituted a military uprising to seize power from the ruling civilian junta. The resultant strife—the city of Santo Domingo became a battleground—saw the commitment of American marines and paratroopers; *Alacrity* spent almost the entire month of May helping to evacuate foreign nationals and supporting the troops of an inter-American force sent to restore order.

While operating in the western Atlantic and the West Indies, *Alacrity* frequently conducted tests for the Naval Ordnance Laboratory Test Facility located at Fort Lauderdale, Fla., and served as a training platform for students at the Mine Warfare School. Those duties, as well as refresher training and independent ship's exercises, occupied her from the beginning of 1966 into the spring of 1969. On 8 May 1969, *Alacrity* put to sea, once more bound for



*Alacrity* (MSO-520) off the Charleston Naval Shipyard, 17 April 1959. (NH 96626)

the Mediterranean. After five months with the 6th Fleet engaged in training exercises and port visits, the minesweeper headed back to the United States on 11 October. She reached Charleston on 30 October. Then, except for 12 days underway for special operations at the beginning of December, the warship spent the remainder of the year in port at Charleston.

In 1970, *Alacrity* conducted exercises out of her home port until mid-June. On the 17th of that month, she entered Avondale Shipyards, Inc., for a regular overhaul. The minesweeper completed repairs and left New Orleans on 1 December. She returned to Charleston on the 6th and, after holiday leave and upkeep, resumed normal operations. After seven months of exercises, drills, and inspections out of Charleston, *Alacrity* headed back toward the Mediterranean on 2 August. She entered the "Middle Sea" late in August and spent September and the first week in October steaming in the western Mediterranean and making port visits. *Alacrity* returned to Rota, Spain, on 7 October and two days later sailed for the United States. She returned to Charleston on 27 October and, except for a week at sea for special operations in the middle of December, spent the remainder of the year in her home port.

On 10 January 1972, *Alacrity* departed Charleston for an eight-day, cold weather, amphibious exercise off the shores of Maine. By the end of January, the minesweeper was back in Charleston and, in February, resumed normal operations. In April, she interrupted her schedule to provide support for the Apollo 16 moon shot. She resumed operations out of Charleston late in April and remained so occupied almost until the end of the year. Early in December, she returned to the vicinity of Port Canaveral, Fla., to assist in gathering data during the Apollo 17 moon shot. *Alacrity* concluded that duty at Charleston on 8 December and remained in port for the rest of 1972.

The warship spent the first four months of 1973 working out of Charleston. On 10 May, she entered Detyen's Shipyard in Mount Pleasant, S.C., for modifications. On 1 June 1973, *Alacrity* was redesignated AG-520. She left Detyen's Shipyard on 23 July and returned to the Naval Station, Charleston, where she remained until 5 August. On that day, the ship headed south to Jacksonville, Fla., where she began further alterations at the Atlantic Drydock Co. on 7 August. The changes were completed by 19 October, and *Alacrity* returned to Charleston to prepare for refresher training. During November and early December, she conducted refresher training in the West Indies before returning to Charleston on the 10th to begin the annual holiday leave and upkeep period.

*Alacrity* began 1974 engaged in normal operations which kept her busy until midsummer. On 16 July, she stood out of Charleston and embarked upon the final Mediterranean deployment of her active career. The minesweeper operated with the 6th Fleet conducting training evolutions and port visits until the end of November. She departed Rota on 30 November and arrived back in Charleston on 20 December. The ship continued in active service for another 33 months. Throughout that period, she operated in the western Atlantic and in the West Indies on training missions and test-and-evaluation assignments. On 30 September 1977, *Alacrity* was placed out of commission at Charleston, and her name was struck from the Navy list that same day. In December of 1979, she was sold to the Ampol Corp. for scrapping.

### *Alamance*

A county in the state of North Carolina.

(AKA-75: dp. 14,160; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 243; a. 1 5", 8 40mm., 16 20mm.; cl. *Tolland*; T. C2-S-AJ3)

*Alamance* (AKA-75) was laid down under a Maritime Commission contract (MC hull 1405) on 15 September 1944 at Wilmington, N.C., by the North Carolina Shipbuilding Co.; launched on 11 November 1944; sponsored by Mrs. Carl T. Durham; acquired by the Navy on 22 December 1944; and placed in commission on that same day, Comdr. Otto John Stein in command.

Following shakedown in the Chesapeake Bay area, the attack cargo ship got underway for the Pacific theater on 12 February 1945. She transited the Panama Canal on the 18th and proceeded to Pearl Harbor. Upon arriving there, the vessel reported to Transport Division 65 for duty. During the remainder of World War II, *Alamance* shuttled cargo and personnel from Pearl Har-

bor to ports in the Philippines, Eniwetok, Saipan, Palau Islands, and Ulithi.

During the last month of the war, the ship operated out of Pearl Harbor on amphibious training exercises. On 1 September, she sailed for the Marianas where she joined a convoy transporting occupation forces to Japan. She arrived at Sasebo on the 22d and discharged personnel and equipment of the 5th Marine Division. She then steamed on to Lingayen Gulf to load more troops.

*Alamance* returned to Sasebo on 18 October. After the embarked Army troops left the ship, she began the long journey back to American waters, stopping at Buckner Bay, Okinawa, en route, before continuing on to the west coast. The ship reached Portland, Oreg., on 14 November. A period of repair work was begun.

Returning to duty in early 1946, *Alamance* touched back at Pearl Harbor on 26 January. For the remainder of her naval career, she transported personnel from the various island bases to Pearl Harbor for eventual routing on to the United States in other ships.

*Alamance*, herself, returned to the west coast of the United States in April. She transited the Panama Canal once again and finally anchored at Norfolk, Va., on 13 May. The ship was placed out of commission at the Norfolk Naval Shipyard, Portsmouth, Va., on 25 June 1946; she was returned to the Maritime Commission for disposal. Her name was struck from the Navy list on 19 July 1946.

### *Alameda*

(MB: l. 65'; b. 15'6"; dr. 7' (aft); s. 9 k.; cpl. 9)

*Alameda* (SP-1040)—a motorboat built in 1917 by the Western Boat Building Co.—was inspected for service on the section patrol in the spring of 1917. Apparently she was never taken over by the Navy for no records have been found to substantiate her acquisition or service.

(SeStr: dp. 5,000; l. 332.5'; b. 41'; dr. 22½'; s. 15 k.)

During World War I, *Alameda* (Id. No. 1432)—a screw steamer built in 1883 at Philadelphia, Pa., by William Cramp & Sons—was inspected in the 13th Naval District, but apparently was never acquired by the Navy.

### I

(Fuel Ship: dp. 14,450 (n.); l. 446'0"; b. 58'0" (wl.); dr. 25'6" (mean); s. 11 k.; cpl. 87; a. 2 5")

The first *Alameda*—a fuel ship—was laid down on 16 December 1918 at Philadelphia, Pa., by William Cramp & Sons for the United States Shipping Board (USSB); launched on 15 July 1919; sponsored by Mrs. Richard G. Widdows; acquired by the Navy from USSB on 17 October 1919; and commissioned that same day at the Philadelphia Navy Yard, Comdr. Malcolm P. Nash, USNRF, in command.

Soon after commissioning, *Alameda* was assigned to the Naval Overseas Transportation Service (NOTS). She embarked upon her first voyage—to Port Arthur, Tex.—took on a cargo of oil at that Gulf of Mexico port—and headed back to the Atlantic coast. She entered port at Norfolk on 27 November and underwent repairs there until 5 December. After visiting Boston and New York, she departed the latter port on 29 December and once again headed for Port Arthur. She stopped at Charleston for engine repairs between 2 and 11 January 1920, then resumed her voyage to the gulf coast, and arrived at Port Arthur on 16 January. Since no fuel oil was available at that time, she headed back to Hampton Roads on the 23d without a cargo. The fuel ship arrived at Norfolk on 29 January and began another round of engine repairs.

*Alameda* departed Hampton Roads on 11 February and arrived at Port Arthur on the 18th. There, she loaded a cargo of fuel oil in preparation for her first transatlantic voyage. On the 21st, she set sail for the British Isles. She entered port at Clyde, Scotland, on 13 March and remained there until the 24th when she headed back toward the Texas coast. The fuel ship reached

Port Arthur on 16 April and began loading another cargo of fuel oil. Upon completing that evolution, she put to sea bound for Norfolk where she arrived on 2 May. She underwent 10 days of repairs at Norfolk before heading for New York on the 12th. She entered port on the following day and began fueling ships of the Atlantic Fleet. Four days later, she departed New York and headed back to Norfolk for additional repairs. On 1 June, *Alameda* exited the Chesapeake Bay and shaped a course back to Port Arthur. Arriving at the latter port on the 6th, she loaded fuel oil and then put to sea bound for Glasgow, Scotland. Later that summer, the Navy adopted the alphanumeric system of hull designations; and *Alameda* became AO-10.

*Alameda* continued to serve with NOTS for the remainder of her brief naval career. In addition to operations between Port Arthur and east coast ports, she also made further voyages across the Atlantic to support American warships operating in European waters. On 19 November 1921, while steaming about 30 miles off Cape Henry, Va., she suffered an explosion in her fireroom. She was abandoned when firefighting efforts proved fruitless. The fuel ship remained afloat, however, and was towed into Norfolk, Va., on the 20th. There she remained until formally decommissioned on 29 March 1922. Her name was struck from the Navy list on 8 August 1922, and she was sold to the Newport Engine Co., of Washington, D.C., on 9 August 1922.

The name *Alameda* and the classification AP-68 was approved for assignment to the Oceanic Steamship Company SS *Monterey* on 22 August 1942, in light of the recent acquisition of the ship for use as a transport. The ship, however, was returned to the War Shipping Administration on 25 September 1942 and thus never served under that name.

#### *Alameda County*

A county in west central California, located on the eastern shore of San Francisco Bay.

(LST-32: dp. 4,080 (lim.); l. 328'0"; b. 50'0"; dr. 14'1"; s. 11.6 k. (tl.); cpl. 119; trp. 147; a. 8 40mm.; cl. *LST-1*)

*LST-32* was laid down on 17 February 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 22 May 1943; sponsored by Miss Dorothy M. Manko; and commissioned on 12 July 1943, Lt. Gardner P. Mulloy in command.

After commissioning, *LST-32* served as a training platform in Chesapeake Bay until March of 1944 when she crossed the Atlantic Ocean and entered the Mediterranean Sea. On 1 April, while proceeding in a convoy from the Algerian coast to the island of Majorca, she and her consorts endured a low level attack by a formation of three German twin-engine bombers. Antiaircraft fire splashed one of them and drove off the other two. The ship operated into the summer with the task group that resupplied the Anzio beachhead. Early in August, she prepared for the invasion of southern France and, during the landings on 15 August, was among the LSTs off the Iles d'Hyeres as senior radar ship. She sent two separate radar units ashore on Ile Port Cros, one on the 15th and the second on the following day.

*LST-32* spent the next 10 months carrying supplies and munitions between various ports in the Mediterranean. In January 1945, she lifted British troops to Greece to help suppress a communist attempt to take over the government. On the return trip, the vessel rescued about 100 survivors from the Greek ship SS *Ionia* wrecked in a storm. She later transported prisoners, elements of the French Foreign Legion, railroad cars, and other vehicles between ports in Italy, France, and North Africa before returning to the United States at New York in July 1945.

The ship then moved to Norfolk to undergo repairs and alterations preparatory to her transfer to the war in the Pacific. However, the Japanese capitulation in mid-August caused both alterations and reassignment to be cancelled. Instead, *LST-32* remained in the Atlantic Fleet until July 1946 when she was decommissioned and placed in reserve at Green Cove Springs, Fla.

Reactivated as a part of the Navy's expansion of its active fleet following the communist invasion of South Korea, the ship was recommissioned on 7 March 1951, Lt. John W. Leonard in command and operated with the Atlantic Fleet Amphibious Force

until reassigned to the Atlantic Fleet Naval Air Force in April of 1953. By September, she was operating out of Naples, Italy, serving as an advanced base support ship with Air Logistics Support Division 2. With the exception of occasional voyages to the United States for alterations and repairs, *LST-32* operated in the Mediterranean Sea for the remainder of her active Navy career providing the 6th Fleet with the capability of establishing forward NATO air bases anywhere in the Mediterranean on short notice. On 1 July 1955, she received the name *Alameda County*.

Most of her missions consisted of training evolutions and exercises, but once she had the opportunity to put all that practice to use. Late in October 1956, Israel, Britain, and France retaliated against Egypt after the latter country had seized the Suez Canal. In response to the crisis, *Alameda County* moved to Suda Bay, Crete, and had an emergency air base in operation by 22 November. From then until 4 December, she staged United Nations forces into the troubled area while evacuating Americans and other foreign nationals.

Soon thereafter, she resumed normal operations out of Naples. On 28 September 1957, the ship was redesignated AVB-1. In July 1958, *Alameda County* again demonstrated her capabilities when United States Marine Corps forces landed in Lebanon to help stabilize the volatile situation in that country. She returned to Suda Bay on 14 July and spent the next three months housing, feeding, rearming, and refuelling the air squadrons flying support missions for the marines in Beirut. The landing force departed Lebanon in October, and *Alameda County* resumed her drills and exercises out of Naples. On 25 June 1962, *Alameda County* was decommissioned at Naples; and her name was struck from the Navy list on 30 June 1962. She was sold to the Government of Italy on 20 November 1962. She served the Italian Navy as *Anteo* (A 5306) into the mid-1980's.

*Alameda County* earned two battle stars during World War II as *LST-32*.

#### *Alamingo*

The name of a Delaware Indian village founded circa 1754 and probably located on the Susquehanna River in Pennsylvania.

(YTB-227: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

*Alamingo* (YT-227) was laid down on 13 April 1944 at Camden, N.J., by the Mathis Yacht Building Co.; reclassified a large harbor tug and redesignated YTB-227 on 15 May 1944; launched on 21 October 1944; and placed in service on 19 February 1945.

Initially assigned to the 7th Naval District, *Alamingo* plied the coastal waters of Florida until sometime in 1947. At that time, she was transferred to the 5th Naval District and based at Norfolk, Va. After almost a decade of service in the Chesapeake Bay area, the large harbor tug was reassigned to the 3d Naval District late in 1956. She spent the remaining years of her naval career operating in and around New York. In February 1962, *Alamingo* was reclassified a medium harbor tug and was redesignated YTM-227. Her name was stricken from the Navy list in September 1964.

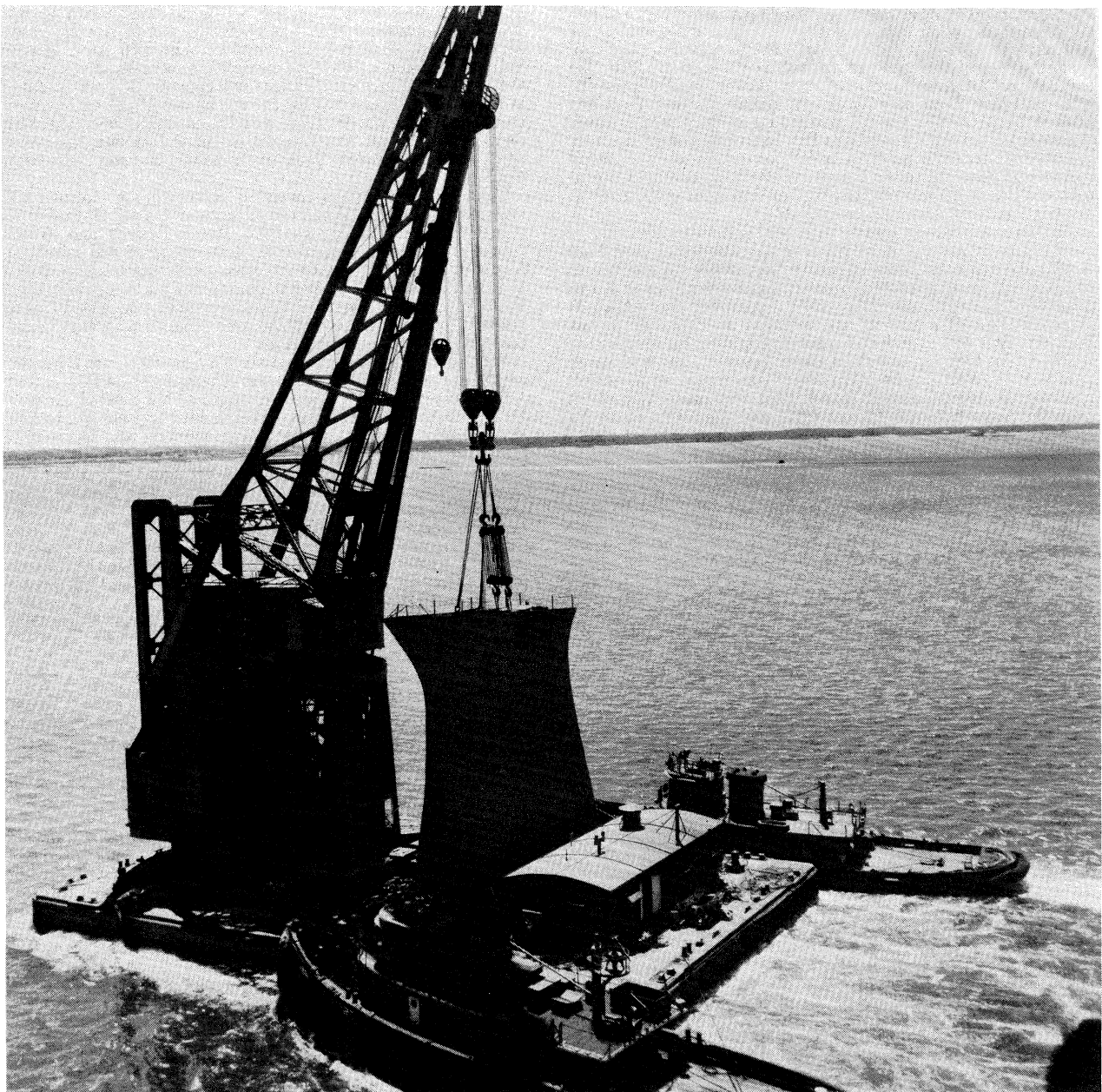
#### *Alamo*

The Alamo was a Spanish mission built in the mid-18th century in what is now San Antonio, Tex. In 1836, the Alamo became a fort when Texas declared its independence from Mexico. It was garrisoned by a small force of volunteers under the command of Lt. Col. William B. Travis. The siege of the Alamo by a Mexican army of several thousand soldiers began on 23 February 1837, but failed to rout the determined Texans until 6 March. A massive assault by the Mexicans breached the walls, and the defenders stood their ground in furious hand-to-hand combat until they were killed to the last man.

(LSD-33: dp. 11,270; l. 510'; b. 84'; dr. 19'; s. 21 k.; cpl. 756; a. 12 3"; cl. *Thomaston*)

*Alamo* (LSD-33) was laid down on 11 October 1954 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 20





*Alamingo* (YTB-227) and *Apohola* (YTB-502) push a barge mounting a large derrick; the bow section belongs to the incomplete *Kentucky* (BB-66), which was later used to repair the damaged *Wisconsin* (BB-64), May 1956. (80-G-670850)

January 1956; sponsored by Mrs. Daniel V. Gallery, the wife of Rear Admiral Daniel V. Gallery; and commissioned on 24 August 1956, Capt. James L. Semmes in command.

After commissioning, the ship briefly visited Galveston, Tex., then headed for Norfolk, Va., to complete her outfitting and initial loading. On 13 October, the dock landing ship sailed for the west coast. After transiting the Panama Canal, she reached San Diego, her home port, and joined the Amphibious Forces, Pacific Fleet. The ship held amphibious exercises and acceptance trials off San Diego in February 1957. Further training exercises occupied her until 29 May, when she got underway for the Marshall Islands. *Alamo* paused at Pearl Harbor from 6 to 8 June to load amphibious craft; then continued on to the Marshall Islands. She discharged the craft at Eniwetok on the 14th and, for the next 10 days, provided shuttle service between Eniwetok and Bikini Atolls. *Alamo* put to sea from Bikini on 22 June and

steamed by way of Pearl Harbor to San Diego where she loaded landing craft, tugs, and spare parts before sailing for Pearl Harbor on 23 July. There, on 6 August, she embarked marines and their equipment and put to sea for participation in Operation "Tradewinds," conducted in the area of Lahaina Roads, Maui. *Alamo* returned from this exercise on the 15th; then left Pearl Harbor four days later to return to San Diego.

On 24 September, *Alamo* began a voyage to the western Pacific (WestPac). She repeated her pattern of loading equipment at Pearl Harbor for transport to Eniwetok. *Alamo* then shuttled equipment between Eniwetok, Utirik, Kwajalein, and Ujelang Atolls. A voyage to Yokohama, Japan, where she arrived on 17 November, interrupted that duty. *Alamo* cleared that port on 21 November to resume her shuttling service in the Marshalls before returning to San Diego on 15 December.

The beginning of 1958 brought more training and upkeep. On 8



March, *Alamo* headed for Pearl Harbor, where she joined a fast transport group for a series of amphibious force landing and salvage exercises at Kauai. The ship departed Pearl Harbor on 7 April and reached San Diego on the 14th. Ten days later, she entered the Mare Island Naval Shipyard for an overhaul and returned to her home port on 31 July to begin two and one-half months of refresher training. On 10 October, *Alamo* sailed for Japan. After loading landing craft at Yokosuka, *Alamo* headed to Kaohsiung, Taiwan. At that port, the ship conducted amphibious training with units of the Nationalist Chinese Navy until 2 December 1958. She then steamed for independent ship exercises off Okinawa and stopped at Naha to load the men and equipment of Marine Transport Squadron 163 for transportation to Yokosuka. For the next two months, *Alamo* shuttled various Marine Corps units between Yokosuka and Okinawa, terminating her last voyage of this duty at Naha on 11 February 1959. Three days later she pushed on to Sasebo, Japan, but again got underway for home on 23 February and paid visits to Adak and Kodiak, Alaska, and San Francisco, Calif., before reaching San Diego on 12 March.

Following a round-trip run to Astoria, Oreg.,—from 17 to 25 April—to deliver a load of small craft, she took part in exercises with other units of Amphibious Squadron 3 off Coronado, followed by Operation "Twin Peaks," held off the California coast from 18 May to 5 June. Late in September, *Alamo* sailed for the Far East. The ship visited Kaohsiung, Taiwan; Yokosuka, Iwakuni, Kagoshima, and Shimazu, Japan; Naha, Okinawa; Hong Kong; Subic Bay, Philippines; and Buckner Bay, Okinawa. After touching at Pearl Harbor, she arrived at San Diego on 3 May 1960. From 25 July to 1 November, the ship was overhauled at the Todd Shipyard, Seattle, Wash.; and, from 14 November to 9 December, she went through refresher training.

The vessel began 1961 with amphibious refresher training at San Diego and devoted most of the first half of the year to training and gunnery exercises, naval reserve training cruises, and Operation "Greenlight Phase III." On 17 June, she got underway for another WestPac deployment. Upon her arrival at Subic Bay, *Alamo* joined the 7th Fleet's Amphibious Ready Group (ARG) and shuttled Marine Corps units to Buckner Bay. She took part in Operation "Warm-Up" off the northwest coast of Okinawa from 13 to 20 October. A visit to Hong Kong followed before the ship returned to Subic Bay and began preparations for her voyage back to the United States. She got underway early in December and arrived at San Diego on the 16th.

*Alamo* remained there until 6 March 1962, when she got underway for San Francisco and the Todd Shipyard for her first interim overhaul. Six weeks later, she returned to San Diego. Local operations occupied her until 16 October when she got underway for the Far East with Amphibious Squadron 3. En route, several ships of the squadron were diverted to the Caribbean in response to the Cuban crisis, and *Alamo* was held in Hawaii on a standby basis. On 17 November, she sailed for typhoon-stricken Guam with emergency supplies. After a two-day stop in Guam to unload supplies, the vessel proceeded to Subic Bay. Local operations off San Miguel were held before the ship sailed to Hong Kong for the Christmas holidays.

The ship visited Manila during the New Year's holiday in 1963; then returned to Subic Bay. In January, she took part in Operation "Jungle Drum II" in Thailand and then spent two days in Bangkok. Her next assignment took her to the flood-stricken island of Mindanao in the Philippines. The month of March was taken up by Operation "Silver Blade" off Taiwan. After three weeks of restricted availability at Subic Bay, *Alamo* sailed on 20 April for Yokosuka. The ship finally reached San Diego on 11 May. Following a period of upkeep and training, she got underway for four weeks of operations in the Pacific Northwest with units of Amphibious Squadron 7 and Army Reserve units. Visits to Seattle, Wash., and Portland, Oreg., preceded her return to San Diego on 6 September. In mid-September, the ship entered the Bethlehem Steel Co. shipyard, Long Beach, Calif., to begin an overhaul which was completed barely in time for her to get back home for the Christmas holidays.

A period of upkeep and refresher training kept the crew busy through March 1964. In April, *Alamo* proceeded north to assist the earthquake-stricken region around Kodiak, Alaska. She returned to San Diego in May and took part in Operation "Pine Tree." Then, after several weeks of preparations, *Alamo* departed San Diego on 18 June, bound for the Far East. Upon reaching Pearl Harbor, she was involved in Operation "Tool Box" and had a period of leave and upkeep before sailing for Okinawa

on 9 July. *Alamo* returned to Subic Bay on the last day of July. On 5 August, she sailed with Marine Corps Battalion Landing Team (BLT) 3/1 embarked for patrol duties off the coast of Vietnam and, through most of the autumn, alternated periods of leave and upkeep at Hong Kong and Subic Bay with Vietnamese patrol duty through 2 December. The ship arrived back in San Diego on 18 December 1964.

Participation in Operation "Silver Lance" off the coast of southern California lasted from 23 February through 10 March 1965. On 11 March, *Alamo* was called upon to make an unscheduled run to Yokosuka carrying men and equipment for the American military buildup in the Far East as the United States was beginning direct participation in operations in Vietnam. She returned to San Diego on 12 April. The ship made a second unscheduled deployment to WestPac on 25 May. She sailed to Okinawa, unloaded marines, then landed them at Qui Nhon and Danang, Vietnam. *Alamo* touched briefly at Yokosuka; then headed back to San Diego. She took part in Operations "Cleansweep" and "Ragweed" during September, devoted most of the autumn to training exercises, and ended the year in port at San Diego.

In February 1966 the ship began her seventh major deployment to Westpac. *Alamo* spent six months operating as a part of an amphibious ready group (ARG) and shuttled troops and equipment from Subic Bay and Okinawa to various points in Vietnam. She returned to the United States in August. In September, her home port was switched to Long Beach, Calif., and she was assigned to the newly formed Amphibious Squadron 7.

In early 1967, she entered drydock at the Todd Shipyard in San Pedro, Calif., for her third major overhaul which, with the ensuing series of refresher training exercises, accounted for most of the year. In November, the ship sailed for the Far East. There, *Alamo* was engaged in a series of lifts from Guam and the Philippines to Danang. She also again became a member of an ARG and operated along the Vietnamese coast for much of her tour. The ship also participated in four amphibious operations before returning to Long Beach in June 1968.

The ship engaged in local operations along the west coast for the rest of 1968. On 30 January 1969, she began another WestPac deployment in which she lifted troops and equipment to Danang and then proceeded to Subic Bay where she joined ARG "Bravo." The vessel also took part in three amphibious operations off the coast of South Vietnam. After eight months away from home, *Alamo* returned to Long Beach on 26 September 1969. The ship then engaged in a series of training exercises and operations for the remainder of the year.

*Alamo* opened 1970 at San Pedro, Calif., undergoing a restricted availability during which repairs were made to damaged deck plating, cranes, and a boiler. Work was completed on 19 January, and the ship made final preparations for more service in Oriental waters. On 31 January, she sailed with *Denver* (LPD-3) to participate in Operation "Keystone Bluejay," which involved the withdrawal of American troops from Vietnam. *Alamo* sailed into Danang harbor on 19 February and began loading marines and equipment for transportation back to the United States. *Alamo* debarked the marines at Camp Pendleton, Calif., on 14 March and then steamed north to Long Beach. She spent the next four and one-half months in training exercises, refresher training, and availability. On 1 August, *Alamo* headed out to sea on her 10th WestPac deployment. She stopped at Pearl Harbor and Guam before reaching Subic Bay on 20 August. There, she unloaded her cargo and sailed on 21 August for Danang to bring more marines back to the United States. *Alamo* reached Camp Pendleton on 11 September. After 10 days of leave and upkeep, she got underway for Danang. *Alamo* also visited Yokosuka, Tokyo, and Subic Bay. She transported landing craft along the Vietnamese coast between such points as Danang, Vung Tau, Song Bo De, and An Thoi. In early December, the ship took on board BLT 2/4 for participation in Exercise "GRR-1" in Subic Bay. Upon finishing that exercise, she sailed to Hong Kong for Christmas. On 28 December 1970, she returned to the Danang operating area.

The vessel steamed to Mindoro, Philippines, on 5 January 1971 for amphibious operations and moved on to Subic Bay on the 10th to onload equipment to ship to Vietnam. After briefly touching back at Subic Bay, *Alamo* left Danang to onload marines and vehicles as part of the general American troop withdrawal. On 1 February, she got underway to return to Long Beach and reached home port on 22 February. A leave and upkeep period ensued.

Operations resumed on 5 April as *Alamo* sailed for southern

California waters to hold a midshipman training cruise and amphibious exercises. In early May, *Alamo* unloaded her ammunition at the Seal Beach Naval Weapons Station in preparation for an overhaul at the Long Beach Naval Shipyard. The ship entered drydock on 13 May. Yard work was completed on 15 September, and then began a period of refresher training which lasted through 10 December.

The year 1972 began with the vessel in upkeep. Then a series of training exercises in preparation for deployment followed. In April, *Alamo* left Long Beach for the Far East. During her seven and one-half-month WestPac tour, she made numerous troop and equipment lifts to and from Vietnam. Following completion of these duties, she got underway and returned to Long Beach on 8 November.

The vessel remained in upkeep through 27 March 1973. On the 28th, she moved to the weapons depot at Seal Beach to unload ammunition. She entered the Bethlehem Steel Shipyard at San Pedro on 5 April for a restricted availability. This period ended on 15 May, when *Alamo* held sea trials along the California coast. She commenced an availability at San Diego on 28 May to convert the fuel system from Navy standard fuel oil to distillate fuel. This work was completed on 14 September, and the ship sailed to Hunters Point Naval Shipyard on 16 September to begin a week of training. She returned to Long Beach on 24 September. *Alamo* held amphibious refresher training off Coronado, Calif., through 12 November, and remained at Long Beach through the end of the year.

The first three weeks of 1974 were spent making final preparations for another WestPac deployment which began on 19 January. Eight days later, *Alamo* took part in a Marine Corps landing exercise off Kaneohe Bay, Hawaii. She reached Okinawa on Valentine's Day. After refueling and unloading Battalion Landing Team (BLT) 2/9, she sailed to Numazu, Japan, unloaded the marines, and pushed on to Yokosuka for a fortnight's restricted availability. Next came port calls at Beppu, Japan, and at Keelung, Taiwan. *Alamo's* ensuing assignment was an amphibious training exercise off Okinawa which, in turn, was followed by stops at Subic Bay; Chinhae, South Korea; Hong Kong; and Numazu and Yokosuka, Japan. On 30 May, the ship got underway to participate in Exercise "Kangaroo I." The assault force gathered in the Coral Sea off the east coast of Australia. On 19 June, she headed for Sydney for a leave period. On 4 July, the ship weighed anchor and sailed home, via Pago Pago, American Samoa, and arrived back at San Diego on 19 July. Local operations, which began for the ship on 23 September, were soon followed by preparations for an overhaul which began at San Diego on 4 December 1974.

*Alamo* got underway for Long Beach on 27 May 1975 and spent the month of June at her home port in restricted availability. On 2 July, *Alamo* sailed to Seal Beach to take on ammunition and, on 14 July, began amphibious refresher training off San Diego. She sailed on 4 October for another WestPac cruise. Following her arrival at Pearl Harbor, she took part in an amphibious exercise held in Kaneohe Bay from the 12th to the 14th. The next day, the ship continued her journey, bound via Kwajalein for Subic Bay. After a brief stop there on 1 November, *Alamo* sailed to Sasebo for upkeep. She next transported BLT 2/9 from Numazu to Okinawa; then made a trip to Pusan, Korea. Her other subsequent ports of call included Sasebo and Kagoshima, Japan; Keelung, Taiwan; Buckner Bay, Okinawa; Singapore; Sattahip, Thailand; and Inchon, Korea. On 7 May, *Alamo* finally set course for the United States. She reached her new home port of San Diego on 25 May and, following upkeep, devoted herself to local operations along the California coast for the rest of 1976.

The year 1977 began with three months of refresher training for the ship. On 29 March, she once again set off for the Far East. During this trip, *Alamo* visited the now-familiar ports of Iwakuni and Numazu, Japan; Subic Bay; Buckner Bay; Inchon and Pusan, Korea; Hong Kong; and Keelung, Taiwan. She also participated in joint exercises with Korean and Thai naval forces and made numerous troop and supply shuttles before getting underway for home on 23 October. On 17 November, *Alamo* arrived at San Diego and entered a post-deployment standdown period.

On 19 January 1978, *Alamo* began a fortnight's operations off the southern California coast and then turned to preparations for an overhaul. On 13 March, *Alamo* entered the Todd Shipyard in San Pedro. She held sea trials in December and was in port at Long Beach for the Christmas holidays.

She returned to San Diego on 11 January 1979. The vessel sailed to Seal Beach on the 22d to load ammunition and then commenced a series of training exercises. In June, the ship was assigned to resupply duty and provided small boat repair service at the naval outpost on Eniwetok. The group was involved in a cleanup operation to make the island habitable once again. After finishing her work on 28 June, she got underway for Pearl Harbor. At the end of a short stay there, she resumed her voyage and sailed into San Diego harbor on 15 July. She spent the month of August in restricted availability. In September, *Alamo* took part in a fleet exercise involving over 30 American and Canadian warships that included an amphibious landing on the island of Vancouver, just off the Canadian coast. On 9 October, *Alamo* sailed to Seattle, where she underwent repair work for three weeks. She returned to San Diego on 2 November. The ship spent the remainder of the year preparing for a scheduled WestPac deployment in early 1980.

*Alamo* embarked upon the voyage to the Far East on 4 January 1980. En route, she made stops at Pearl Harbor and Guam before arriving at Subic Bay in the Philippines on 10 February. The dock landing ship stayed in the Philippines through the end of the month, getting underway once between the 22d and the 26th to carry out an amphibious landing exercise at Zambales. On 1 March, she departed Subic Bay bound ultimately for duty in the Indian Ocean. Along the way, *Alamo* stopped at Pattaya, Thailand, and at Singapore. She departed Singapore on 15 March and made her way across the Indian Ocean to the Arabian Sea where she joined the contingency force established in response to the takeover of the American embassy in Tehran, Iran. *Alamo* operated in that area until the beginning of May. At that time, the dock landing ship headed for the Navy facility at Diego Garcia Island. After stopping at Diego Garcia from 5 May to 13 May, she returned to sea and shaped a course for Western Australia. Following a five-day visit to Perth, the ship departed Australia on her way back to the Philippines. *Alamo* paid a five-day visit to Subic Bay as well and then began the voyage back to the United States.

The dock landing ship stopped off at Pearl Harbor between 24 and 26 June to disembark marines and arrived in San Diego on 3 July. Post-deployment standdown occupied her time from then until 11 August when she began normal operations along the west coast. She remained so engaged through the end of 1980 and for the bulk of the first six months of 1981. On 24 June, *Alamo* stood out of San Diego for another tour of duty with the 7th Fleet. Once again, however, her western Pacific assignment included an Indian Ocean interlude. After a stop at Pearl Harbor and an exercise out of Buckner Bay, Okinawa, she visited Subic Bay for a fortnight in August. On 21 August, *Alamo* left the Philippines for the east coast of Africa and arrived in Mombasa, Kenya, on 6 September. There, she participated in a bilateral exercise with Kenyan forces before heading back across the Indian Ocean via Diego Garcia to Australia. After visits to Perth and Sydney and the multilateral exercise Operation "Kangaroo 81," the dock landing ship set course for the Philippines on 1 November. She pulled into Subic Bay on the 9th and remained there for the rest of the month. On the 30th, the ship got underway for the United States.

*Alamo* reentered San Diego again on 23 December and ended the year with the usual leave and upkeep routine. The relative inactivity following a deployment continued through the end of January 1982. In February, the dock landing ship carried out some operations at sea, but, late in the month, began preparations for regular overhaul. The extended repair period began on 12 April, lasted through the end of 1982, and carried over well into 1983. Overhaul ended on 6 May 1983, and *Alamo* commenced refresher training in the southern California operating area. Late in June, however, damage to her propulsion plant interrupted her training evolutions and caused her to spend the summer tied up to a pier for repairs. Late in September, *Alamo* resumed operations at sea.

Service along the west coast, interrupted sporadically by repair problems, continued through the end of the year and into 1984. In February, she began concentrating her efforts on readiness exercises, trials, and examinations specifically geared to preparing the amphibious warship for her scheduled deployment to the Far East. On 30 May 1984, *Alamo* embarked upon the voyage to the western Pacific. On the first leg of the crossing, she participated in multinational defense exercises with units of the navies of Australia, Canada, and New Zealand as well as